



FOR IMMEDIATE RELEASE
November 19, 2013

FOR INFORMATION
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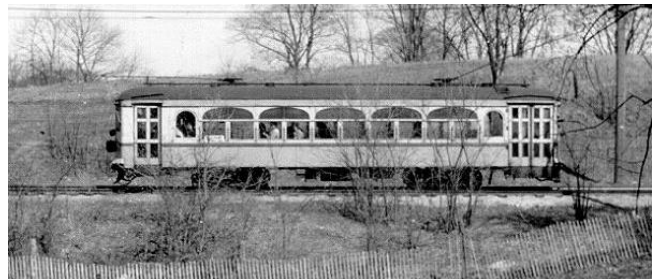
West Allis Crosstown Connector Bike and Pedestrian Trail

West Allis, WI – November 19, 2013 – The first phase of the West Allis Crosstown Connector Bike and Pedestrian trail is scheduled to officially open on Saturday, November 23, 2013 with a ribbon cutting ceremony planned at 10 a.m. that day. The ribbon cutting ceremony will take place where the new trail crosses S. 116th Street between W. Greenfield Avenue (STH 59) and W. Rogers Street. This long planned bike and pedestrian trail project included the construction of several retaining walls, the restoration of an old bridge and the paving of one mile of new asphalt pavement.

Bloom Companies, LLC provided the design, engineering and construction management for the West Allis Crosstown Connector project under the oversight of DAAR Engineering, Inc. and the Wisconsin Department of Transportation. Funding for the project's \$980,000 first phase was provided through federal Transportation Enhancement funds and Congestion, Mitigation and Air Quality program funds, in addition to matching Community Development Block Grant funds allocated to the City of West Allis. The construction contract for this project was awarded to Vinton Construction Company on August 6, 2013 and work began shortly thereafter.



The new bike and pedestrian trail was built on the historic interurban trolley corridor between West Allis and Waukesha which is now owned by We Energies, who made this corridor available at no charge to the City. This corridor was first used for interurban trolley service on June 28, 1898 by the Milwaukee Light, Heat and Traction Company. Interurban rail service was ended in 1951 but thankfully the corridor remained intact. And now, 115 years after the first interurban service began, it will once again be used to move people between Waukesha and West Allis.



Planners have long recognized the value of this corridor for creating a system of bike trails that would cross the entire state of Wisconsin. The Southeastern Wisconsin Regional Planning Commission (SEWRPC) first identified this corridor as a potential bike trail through West Allis in their 1994 Regional Bicycle Plan. The goal was to join the existing trails on both sides of West Allis and provide the missing link between the Hank Aaron State Trail and the Waukesha County New Berlin Recreation Trail, which in turn connects to the Glacial Drumlin Trail to reach all the way to Madison, WI. This project also intersects the existing Milwaukee County Oak Leaf Trail to provide routes in the north and south directions.

This is just the first phase of the West Allis Crosstown Connector, which will ultimately pass by several schools, neighborhoods, parks and some of the City's largest employers. In addition, the current phase of this project is adjacent to the Yellow Freight site which the City plans to begin work on in the next few weeks. Wangard Partners Inc. plans to develop a pair of 70,000 square foot buildings on the 9.6-acre site. Demolition of the Yellow Freight terminal buildings, which the city bought after they closed in recent years, could be completed by March, followed by a spring construction start.

The next phase of the West Allis Crosstown Connector Bike and Pedestrian Trail project will include a bridge over STH 100 planned in 2015 and the continuation of the trail underneath I-894 after construction of a new freeway bridge in 2018 as part of the Zoo Interchange project. After that last phase is completed the route will extend all the way from 124th Street to 98th Street off road and then continue on streets, including Lapham Street, National Avenue, Greenfield Avenue, 65th Street and Mineral Street to reach the connection with the Hank Aaron Trail at 56th Street.



This trail has been designed to meet the needs of both the utilitarian and recreational bicyclist. Quick, direct, and attractive routes like the West Allis Connector Bike and Pedestrian Trail are important to commuting and utilitarian bicyclists and bicycle ways intended to serve these types of trips should provide direct routes and minimize the need to stop at intersections. The Crosstown Connector Bike and Pedestrian Trail will eventually provide almost non-stop service from Les Paul Avenue in Waukesha to 98th Street in West Allis which is a distance of 10 miles (bicyclists will only be required to stop a total of five times at the Springdale, Calhoun, Moorland, Sunny Slope and 116th Street road crossings).

Further Contact Information:

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